

COUNCIL GIVES BOLLING VOTE OF CONFIDENCE

Rejects Report Calling on
Him to Resign and Puts
Blame on Contractors.

SUBSTITUTE WINS BY VOTE OF 20 TO 9

Award of Flume Contract Sent
Back to Committee After
Stormy Session—Pollock
Denies That Politics
Led to Attack on
City Engineer.

REJECTING by a vote of 20 to 9 the resolutions recommended by the Committee on Investigation of the Settling Basin Flume, calling for the resignation of City Engineer Charles E. Bolling and directing the City Attorney to proceed against his bondsmen, the Common Council last night passed a substitute resolution placing the blame for the failure of the flume directly on the contractor, and for failure to require tests of the flume from time to time, and in conclusion making the direct statement that the Council has entire confidence in Mr. Bolling and believes he will discharge the duties of his office with credit to himself and complete satisfaction to the community.

Flume Award Sent Back.
Before taking up the report and recommendations of the investigating committee, the Council, after two hours of stormy debate, recommitted to the Committee on Water the award of contract for a new flume, on the ground that complete plans and specifications were not forwarded to the Council with the award.

The erection of a new flume is delayed for an indefinite time, and the factional line which divides the Council on matters of importance have become more pronounced. Charges that assertions made were false flew back and forth in the debate on both questions, members of the Flume Investigating Committee continuing with bitterness the suggestion of ulterior motives or animus against the City Engineer.

In the debate on the award of contract, Chairman Pollard, of the Finance Committee, urging prompt action, alluded to the speech of Mr. Pollock, who made the motion to recommit, as "clapnet" and a bid for newspaper notoriety." Mr. Pollock, with some heat, resented the accusation as "absolutely false." Mr. Pollard said he was willing to leave it to the Council whether there was any one "with his ear more closely to the ground than the representative of Madison Ward," and the incident passed without apologies.

Called Up Bolling Report.
The report of the Flume Investigating Committee was not reached until after 10 o'clock, so long had the debate on the award of the new contract continued. The printed evidence and committee report having been received, only the resolution recommended by the Committee on Investigation was read, the paper recommending that the resignation of Mr. Bolling as City Engineer be asked for and that the City Attorney proceed against his bondsmen for the loss to the city on the wrecked flume.

Chairman Pollard, of the investigating committee, spoke briefly in support of the findings of the committee, signed by four of its five members. "It is a serious matter," said Mr. Pollard, "to call for the resignation of any man who has served the city thirty-four years, and I would not ask any man to vote for this resolution if his conscience does not support the finding. It is hardly a matter to be argued here. It is rather for each one to decide and vote according to his conviction. The suggestion or insinuation that this committee was moved by any political considerations is absolutely false. We owed a duty to the community, and that duty we have discharged, honestly and conscientiously. The publication of the insinuation that this committee was moved by political prejudice against Mr. Bolling is false and unwarranted."

Wise Offered Substitute.
Mr. Wise asked leave to offer a substitute, saying he had no criticism of the committee or of its work; that the majority of the members had reported as they believed to be for the best interests of the city.

"But," he continued, "that report I cannot accept. The chairman has stated that if the committee went too far he would ask the Council to support his finding."

Mr. Lynch and Mr. Davis, members of the Investigating Committee, briefly indorsed the position of the chairman. Mr. Davis especially dwelling on the gravity of the situation. "Because of \$70,000," he said, "of this \$70,000 was paid for inspection that did not inspect. The report has asked for the resignation of a man I honor, and in signing it, I believe I have fulfilled my duty to the city. After serving as a juror, I don't care to come here as prosecuting attorney and show the points on which we based our finding."

Commends Mr. Bolling.
The Wise substitute was read as follows:

Be it resolved by the Council of the city of Richmond, the Board of Aldermen concurring:

1. That the reinforced concrete flume is a failure, due to the contractor's failure to comply with the requirements of the plans and specifications.

2. That in the work of the construction of this flume the then Superintendent of the Water Works, Charles E. Bolling, was not to be held responsible.

(Continued on Page Ten—Column 6.)

ARRIVES AT HOME

President-Elect and Party Will Be Entertained in New Orleans To-Day.

ON BOARD U. S. S. NORTH CAROLINA, February 10 (via New Orleans).—After being out from Colon, Panama, barely three days, the armored cruiser North Carolina and Montana, conveying President-Elect Taft and his party on the return trip home, dropped anchor to-night in the Gulf off the Mississippi River passes.

The scout cruiser Birmingham and the lightship tender Magnolia were lying in the offing when the Montana and North Carolina home in sight. At 8 o'clock to-morrow morning the Magnolia will draw alongside the two cruisers and transfer the President-elect and the members of his party to the North Carolina, on which the trip will be made up the Mississippi River to New Orleans.

All is ready aboard the North Carolina for the transfer to the scout cruiser Birmingham, on which the trip will be made up the Mississippi River to New Orleans. Judge Taft will spend two days in New Orleans and then proceed to Cincinnati.

During the voyage the President-elect has occupied himself preparing his inaugural address, and consulting with the engineers who were taken to inspect the work on the Panama Canal. The report of the board of engineers is now being prepared, and will doubtless be sent by Judge Taft to President Roosevelt upon arriving at New Orleans.

A northerly blow this morning was the first heavy weather encountered by the President-Elect Taft and party while making the trip from Panama to the Mississippi River aboard the armored cruiser North Carolina and Montana. On the whole, the weather has been unusually pleasant.

COUNTERFEITING IN PEN

West Virginia Guard Found Complete Kit in a Cell.

MOUNDSVILLE, W. Va., February 10.—That counterfeiting has been practiced by prisoners in the West Virginia penitentiary were among additional charges filed to-night by the legislative committee investigating the institution by Delegate Moore. This charge was sustained by the testimony of Prison Guard Strader, given to-night, that several months ago he found a complete counterfeiting kit in the cell of a prisoner named Jones. The kit included a press, a set of dies, and a number of which had been circulated outside the prison, and that the convicts often indulged in "crap" games, using the spurious coins. Delegate Moore is said to have some of the counterfeit coins in his possession.

An additional charge filed to-night by Moore is that clothing was removed from dead convicts who were buried in sheets, and that their burial clothing, paid for by the State, was again sold to the State as new and given to new prisoners. George Chapman, a convict, testified to giving Joe Bloyd, a guard, \$50 to secure him a parole. When the vessel, the passing guard, he says, the warden told him Bloyd had turned over \$45 to the prisoner's credit.

STEAMER WRECKED

Sinks Off Coast of Spain—Passengers and Crew Saved.

CASTELLON, SPAIN, February 10.—The steamer America, belonging to the Line of a Barcelona shipping company, has been wrecked off the coast of this province. Her passengers and crew, sixty persons all told, were saved. The heavy sea prevailing makes impossible any efforts at salvage.

The America is a Spanish coaster plying between Barcelona and Cartagena. Although she struck only 1,000 feet from shore, the tremendous seas that were running prevented the life-savers for a long time from communicating with the vessel. The passengers were terrified at the enormous waves, which threatened momentarily to break up the steamer. Finally the life-boats managed to reach the vessel, and with great difficulty took off the passengers.

SAVED FROM STAKE

Negro Snatched from Death by Sheriff and His Deputies.

TAMPA, FLA., February 10.—Charles Crumley, the negro arrested on suspicion of being the man who attempted to criminally assault the New York lady, was taken from jail at Lakeland this morning by a mob of 1,000 men, bound to a stake, fagots heaped about his body and all poured over the mass with the intention of burning him. Sheriff, Sheriff Logan, with his brother, Alonzo Logan, and Special Deputy E. McMullen pleaded for calm action, and the negro declaring he could prove an alibi, was spared.

Crumley was marched back to jail and a number of prominent men have sworn to prevent any further attempts upon his life. Many armed men are in town.

Local companies of the Florida National Guards have been ordered to Lakeland to assist the authorities in protecting Crumley.

MARITAL TROUBLE

Bigamist Is Divorced and Forced to Marry Again.

HELENA, MONT., February 10.—Thomas Hanby, a former South Carolinian, was the central figure to-day in the Federal court of an unusual angle involving bigamy, divorce, marriage, a six months' jail sentence and a \$100 fine.

Hanby's first wife, learning of his marriage to a Blackfoot Indian girl, procured his indictment and then got a legal separation from him. Because of the first marriage, the second marriage was rendered void. Therefore, Judge Hunt, who imposed the fine and jail sentence on the bigamy indictment, decreed also that Hanby marry the Indian girl. The court instructed the United States marshal to see that the marriage was carried out immediately. This was done, a Justice of the Peace uniting the couple. Hanby made no protest.

PORT LIMON SAFE

No Truth in Report That Tidal Wave Had Destroyed It.

NEW YORK, February 10.—There is no truth in a rumor that a tidal wave has destroyed Port Limon, Costa Rica. A wireless dispatch was received by the Western Union Telegraph Company from Matanzas, Cuba, saying the rumors of a tidal wave were without foundation.

CAN KNOX ACCEPT THE PORTFOLIO?

Legal Entanglements in Way
of His Being Secretary
of State.

REDUCE SALARY TO REMOVE OBJECTION

Constitution of United States
Prohibits Senator from Ac-
cepting Nomination at In-
creased Salary, and Resolu-
tion Is Introduced Low-
ering It to \$8,000.

WASHINGTON, D. C., February 10.—Following close upon the disclosure that Senator Philander C. Knox, of Pennsylvania, could not without violating a provision of the Constitution of the United States accept the State portfolio in the Taft Cabinet, the Senate to-day took prompt action to remove the constitutional objection.

Senator Hale introduced a resolution, which was referred to the Committee on the Judiciary, providing that the salary of Secretary of State be reduced from \$12,000 to \$8,000, the figure at which it stood before it was increased, along with those of all other Cabinet officers, two years ago.

In view of this resolution, Assistant Attorney General Russell, to whom the question was referred informally for an opinion, held that if Congress reduces the salary to what it was before Mr. Knox entered the Senate "the case falls outside the purpose of the law and is not within the law."

Senator Hale in discussing the situation said: "It would be very serious if there were no remedy, but there is a remedy in a repeal of the law increasing the salary of the Secretary of State, and that will be immediately applied. The portion of the law applying to the office of the Secretary of State can be cancelled by legislation and as the law was never intended to apply in such a case as that of Mr. Knox, there is no doubt that a bill with this end in view will be immediately introduced, and just as little doubt that it will be passed."

Must Serve for \$8,000.
Senator Hale said there is no thought on the part of the Senators of increasing the compensation of the Secretary of State after March 4, 1911, when Mr. Knox's term in the Senate would have expired had he served until its close.

He said it is the purpose of Mr. Knox to serve throughout the four years of the Taft administration at a salary of \$8,000 per annum.

The general consensus of opinion on both sides of the Senate chamber was in accord with Senator Hale's view that the situation should be remedied by the repeal of the law in so far as it affected the office of the Secretary of State, but there were a few dissenting voices on the Democratic side. Senator Rayner, himself an eminent legal authority, after canvassing both sides of the chamber, expressed the view that repeal offered the only feasible course out of the difficulty.

"The status at the time the appointment is made governs the case, and if at that time, under the law, there is no increase in salary, but the salary stands as it did before it was increased, there can be no objection to the appointment." This could be accomplished by making the status of the law what it was before the increase was made.

In the House there was general acceptance of the suggestion, but it was not accepted by all as feasible. Some members raised the question as to whether, even after a repeal, he would not be prohibited, inasmuch as the Constitution forbids the appointment of a member of Congress, who has been raised during the appointee's term as a member of Congress, nothing being said about the subsequent reduction of the salary.

RETURN OF FLEET
Same Program Will Be Carried Out as at the Departure.

WASHINGTON, D. C., February 10.—Very much the same review program is expected to be followed at Hampton Roads, when the President and Secretary Newberry greet the battleship fleet on its return cruise, as when the vessels left that place more than a year ago.

Admiral Sperry is regulating the speed of the ships with a view to their arrival off the Virginia capes in good time for the ceremonies of February 22, when his reception aboard the Mayflower by President Roosevelt will terminate the remarkable cruise. Writing to the department from Villavieja under date of January 25, the admiral announces his expectation of reaching the Tail of the Horseshoe about 11 o'clock on the morning of February 22, and anchoring with the fleet about 1:30 o'clock in the afternoon in the same position occupied by it before proceeding to sea in December, 1907, the review meantime having taken place.

The admiral indicates he will be ready to go aboard the Mayflower by 2 o'clock in the afternoon. There his formal welcome by the President and Mr. Newberry will take place.

IS STANDING BY
Steamer El Norte on Windward Side of Bark Matanzas.

NEW YORK, February 10.—A wireless dispatch was received here to-night from Cape Hatteras saying: At 4:45 P. M. the steamer El Norte, bound from New York to Galveston, reports having to windward the American bark Matanzas, twelve miles south of Diamond Shoals. The bark had her engine up side down and was discharging her deckload of lumber. The condition of the bark did not look serious to the El Norte, but she was standing by the Matanzas.

The bark Matanzas is commanded by Captain Mercer. She sailed February 7 from Fernandina for Philadelphia.

MUST BUILD ROADS IN EVERY COUNTY

State Association Will Form
Nucleus of County and
City Organization.

TAX ON VEHICLES AND AUTOMOBILES

State Senator Lassiter Suggests
Plan to Meet Interest on Bonds.
Robert W. Withers Is Presi-
dent of New Organiza-
tion for Development of
Greater Highways.

Program for To-Day

Convention meets at 10 A. M.
Reports of district committees on
members of executive and legisla-
tive committees and vice-presidents.

Address, Major W. W. Cowby, chief
engineer of the Maryland Geological
Survey, "What Maryland Has Ac-
complished."

Illustrated address, Major Logan
W. Page, Director of Public Works
of the United States.

Report of committees.

New business.

Final adjournment.

COMING from almost every section of Virginia, 430 business men, farmers, lawyers, doctors, preachers and officials of cities, towns and counties gathered in the Jefferson Hotel Auditorium yesterday afternoon to organize the Virginia Good Roads Association. Out of this State body will grow 125 local associations, one in each city, town and county, and it is the firm belief of the promoters of this convention that the great interest and enthusiasm in the State for the highways that is being displayed by the delegates now in Richmond soon will spread to all parts of the Old Dominion.

Governor Swanson Speaks.
Interesting and instructive speeches were delivered before the convention yesterday by Governor Swanson, State Highway Commissioner Wilson, Superintendent Morgan, of the State Penitentiary, Otto Evans, of Amherst county, and State Senator Charles T. Lassiter, of Petersburg.

In these early phases of the good roads question was discussed, and the delegates were aroused to a keener knowledge of the necessity for better roads. To-day, after Major Crosby, of Maryland, tells what his State has accomplished, and Major Sage explains how the United States government is doing to aid the States in the movement, a practicable plan of operation, probably that suggested last night by State Senator Lassiter, will be adopted, and it is proposed that the convention shall resolve itself into a fighting organization that will balk at no obstacle until a network of permanent highways in this State shall have been built throughout the State.

Withers Elected President.
Robert W. Withers, of Suffolk, a member of the Legislature, and who has been an earnest advocate of good roads for several years, was elected president yesterday afternoon. State Senator Charles T. Lassiter, chairman of the Southeastern Good Roads Association, who has been instrumental in assembling the convention, was chosen vice-president and chairman of the executive committee.

H. L. Harwood, secretary and treasurer of Post A. Travelers' Protective Association, was made secretary and treasurer, and George W. Rogers, who has assisted in arranging for the convention, becomes the assistant secretary.

Besides these officers, there will be an executive committee and a legislative committee, each of which will be composed of one member from each congressional district and five members at large, and the latter to be composed of two members from each congressional district and five members at large. These committees were named yesterday by the committee on permanent organization. The legislative committee, which will be the body that will carry out the plan of operation, the convention rejected that section of the committee's report, and unanimously voted to allow the delegates from each congressional district to name their members on the two committees. The names of the committees were then presented to the association at 10 o'clock this morning for election.

Sensor Lassiter Outlines Plan.
In an able speech before the convention last night, State Senator Lassiter outlined at length a plan of procedure for the new association.

He pointed out that the building of highways in the State is a business matter, pure and simple, and declared that the State should be a division of expenses between the counties and cities, since each would derive almost equal benefits from the roads.

Forty per cent, he said, of the cost of building the highways is borne by the State in convict labor and the present plan of State aid. Then he went on to tell what he believed to be the best plan to get the other 60 per cent. of the cost. He declared that the State could issue no more bonds for this purpose, but that the counties could issue bonds. Under a law, which could be passed, a sinking fund would be provided to meet the interest on these bonds. This fund would be in the State Treasury, and would be used for no other purpose.

Continuing the speaker said that a license tax of \$10 per annum could be imposed on all automobiles in the State. He declared that the owners of the machines would not object to paying the tax, provided they are assured that the money will be used for building roads. There are, he said, 1,000 automobiles in Virginia, and these, with others that come into the State, would give an annual revenue of about \$15,000.

Next he proposed a tax upon all vehicles in Virginia on the scale of

PRESIDENT WINS JAPANESE FIGHT

California Senate Yields to
Pressure and Defeats the
Segregation Bill.

CALL TO "STAND BY GUNS" IS DEFEATED

Governor Gillett Explains the Po-
sition California Would Have
Been in Had Legislature
Passed the Bill—President
Roosevelt Sends Tele-
grams of Congratulation.

SACRAMENTO, CAL., February 10.—Yielding to the pressure brought to bear by President Roosevelt and Governor J. N. Gillett, the California Assembly to-day reversed its previous position by reconsidering the former vote on the segregation of Japanese students in the public schools, and finally rejecting the measure by a vote of 41 to 37. An effort by the supporters of the bill further to consider was defeated by a vote of 38 to 38, and the Assembly is now clear of any Japanese measure objected to by the national administration.

The fight for the suppression of the bill was won only after many hours of heated debate on the floor. The struggle started at 10:30 o'clock in the morning on the presentation of a resolution by Assemblyman J. P. Tranter, of Los Angeles, affirming the right of the State to govern its schools, but withdrawing the Japanese segregation measure because of the president's objection to it, and lasted until 4 o'clock in the afternoon, when Grove L. Johnson's motion further to reconsider his defeated school segregation bill was defeated.

Little Hope.
The school bill is to be considered in the Senate, having been presented there by Senator A. C. Camenetti, but there is little chance that the measure will be approved when brought up.

"I am highly pleased with the action of the Assembly to-day," said Governor Gillett. "The East has been deeply concerned in the measure pending here, and I feared that if the anti-Japanese legislation were pressed at this time it would have a disastrous effect."

The anti-Japanese forces in the Assembly were led to-day by Grove L. Johnson, author of the school segregation bill, on which the fight raged, and Louis W. Julliard, Democratic leader, while the opposition was directed by Tranter and Richard Melrose. Tranter's resolution opened the debate, and the fight was really made on this measure, the reconsideration motion not being put until there had been a lengthy argument.

Mr. Johnson repeated his defiance of the President, and called on the Assembly to "stand by its guns." He was answered by Tranter and Melrose, every phase of the question being reviewed.

Johnson suddenly withdrew his resolution, and the fight centered on the reconsideration motion, presented by Walter Leeds, of Los Angeles. This was finally forced to a vote, and was carried, 43 to 34. The roll call on the bill itself immediately followed, and it was defeated by a vote of 41 to 37. Johnson was at once on his feet with a motion again to reconsider.

This motion was put to a vote, and resulted 38 to 38, and the bill was dead.

Governor Gillett Takes Cue.
Governor Gillett to-night said that the next matter to be taken up by the Assembly would be the proposed appropriation of \$10,000 for the compiling of a census of Japanese in California. He said that if from the date so gathered it were found necessary, Congress would be urged to enact an Asiatic exclusion measure.

"Under the agreement between Japan and our government," said Governor Gillett, "the former is pledged to restrict immigration as much as possible. If Japan had grounds for abrogating this arrangement and decided, in view of the unfriendly acts upon the part of the California Legislature, to remove these restrictions on the emigration of her people, all our ports would be open to the latter. If, then, we went before Congress and asked the East for support for a general Asiatic exclusion law, the latter might advance the adverse argument that we had the situation well in hand at one time through Federal negotiations and lost our advantage by the acts of our Legislature against the wishes of the President and the association at 10 o'clock this morning for election."

Exchange of Telegrams.
WASHINGTON, D. C., February 10.—The following telegrams were given out at the White House to-night without comment:

"The President, Washington: 'School segregation bill killed in the Assembly to-day by vote of 41 to 36. (Signed) "J. N. GILLETT."

Another: "The White House: 'Washington, Feb. 10, 1909. Governor J. N. Gillett, Sacramento, Cal.: 'Accept my heartfelt congratulations. All good Americans appreciate what you have done. They extend my congratulations individually to all who have aided you. I feel that the way in which California has done what was right for the nation makes it more than ever obligatory on the nation in every way to safeguard the interests of California. All that I personally can do towards this end, whether in public or in private life, shall most certainly be done. (Signed) "THEODORE ROOSEVELT."

"Sacramento, Cal., Feb. 10, 1909. 'The President, Washington: 'Assembly just reconsidered and refused passage to Japanese school bill. My congratulations. (Signed) "P. A. STANTON."

"The White House: 'Washington, D. C., Feb. 10, 1909. (Continued on Page Two—Column 4.)

CRY FOR RELIEF

Congress Provides for Italian Sufferers.

WASHINGTON, D. C., February 10.—Many prominent labor leaders participated in a "council of labor" at the home of the Italian Consul, and discussed questions of vital interest to the wage-earners of the country, including the problem of the unemployed. The meeting was called at the instance of Secretary of Commerce and Labor Straus.

The problems discussed included legislation to extend the steamboat inspection service to the inspection of locomotive boilers and consideration of statistics of emigration in connection with immigration.

In addressing the conference, Secretary Straus suggested that the labor leaders make a formal statement of labor conditions in the United States for distribution, through United States consuls, in foreign countries.

This, he believed, would discourage that type of immigration which there is no room in this country. He urged that railroad locomotive boilers be placed by law under supervision of the steamboat inspection service.

The speakers included President Gomper, of the American Federation of Labor; Grand Chief Steward of the Locomotive Engineers; William F. Yates, president of the Marine Engineers' Beneficial Association; John Mitchell, former president of the United Mine Workers of America, and Timothy Healy, president of the International Brotherhood of Stationary Engineers.

Mr. Gomper pointed out that nearly 2,000,000 laborers who, previous to October, 1907, had been employed, were now walking the streets. Congress, he said, had passed laws which have been the cause of the Italian earthquake, but when relief is asked for American laborers it is styled paternalism and is given no consideration.

John Mitchell said that from 2,000,000 to 3,000,000 men in this country now are unemployed. He discussed the problem of immigration, pointing out that too often the man who arrived in this country yesterday got a job, while the man who had spent his life in this country was walking the streets.

The conference called at the White House and met the President. The conference will conclude to-morrow.

SCHOONER WRECKED

Captain's Wife and Crew Are Saved by the Life-Savers.

DELAWARE BREAKWATER, DEL., February 10.—The four-masted schooner W. Lawrence, from Newport News, Va., with a cargo of coal for Boston, was to-day blown aground on the Hen-and-Chicken Shoals off Cape Henlopen, Del. The crew of nine men and the captain's wife were rescued by the Cape Henlopen Life-Saving crew. The schooner broke in two after ten persons had been taken off. They were landed at Lewes, Del.

The sea was running so high that it was impossible for the life-savers alone to go to the assistance of the stranded vessel, and a tug was called upon to tow the life-savers in a launch out to the schooner. The Cape Henlopen men risked their lives in putting their boat through the pounding surf, but they reached the schooner safely and just as the hull of the Lawrence became submerged. Those aboard were huddled on the fore house of the sunken vessel.

The sea was running so high that the hardy rescuers were unable to get close to the wrecked crew, and life-preservers and ropes were brought into the launch. The men were then taken off, and it took several hours to effect the rescue of the others from the schooner.

The Sarah W. Lawrence was built at Bath, Me., February 10.—It was 21 feet long, 12 feet beam and 12 feet deep. Her registered tonnage was 1,301 net.

Lightship Towed In.
NORFOLK, VA., February 10.—The revenue cutter Onondaga to-day towed up the coast Cape Lookout Lightship No. 80, which broke adrift and lost her mooring in the storm of February 8. For that reason it was impossible for the cutter to answer a wireless call to proceed to the assistance of the schooner Sarah W. Lawrence, ashore near Cape Henlopen. A wrecking tug was sent to the distressed vessel.

Nothing Is Known
Neither Madrid Nor Washington Has Heard of Battleship Collision.

WASHINGTON, D. C., February 10.—To-night the Minister of Marine had received no intelligence relative to the alleged collision between the United States battleship Georgia and another vessel of the American fleet. Nothing was known of any occurrence at the various ports, such as Coruna, Villagarcia, Vigo or Cadiz, which the vessels would have to pass if they were returning to Gibraltar, as several of the reports concerning the collision stated.

Washington Has Heard Nothing.
WASHINGTON, D. C., February 10.—The Navy Department has received no advice tending to indicate a collision between the battleship Georgia and another battleship of the Atlantic fleet.

Pacific Fleet Sails.
LIMA, PERU, February 10.—The American Pacific squadron, under command of Rear-Admiral Swinburn, sailed from Callao at 4 o'clock this afternoon for Panama.

REORGANIZATION PLAN

Southern Steel Company Announces \$2,000,000 Paid In.

NEW YORK, February 10.—The reorganization plan of the Southern Steel Company became operative to-day, when the committee announced that the \$2,000,000 required for this purpose had been paid in. Of the amount called for a liberal share is said to have been subscribed by prominent banking interests of London and Paris. The various properties owned by the company will be sold by the trustees in bankruptcy at Birmingham Ala., some time in March, and the work of improvement and extensions already planned will then be carried out.

According to the terms of the reorganization, a new company will be created, probably under the laws of the State of New Jersey. It is intended that the new company will own all the properties owned, not only by the Southern Steel Company, but also those of the Georgia Steel Company, the Lacey-Buckiron Company and the Chattanooga Iron and Coal Company. The directors of the new company will be elected in courses by the reorganization committee.

As was stated in The Times-Dispatch yesterday, Mr. Cannon controls absolutely the Anti-Saloon League.

Nothing seems to be done without his sanction, and his ears are kept busy with much whispering. One overbold delegate, not in sympathy with the powers suggested that Mr. Cannon be asked to preside, to speak and to rule on all questions. Mr. Cannon promptly squelched the overbold one, and the members applauded their leader's rebuff.

Mr. Cannon knows what he is doing. He is calm, quiet, well informed and above all, forcefully determined. He declares that the Anti-Saloon League is not a political organization; that it has no politics; that it supports no

CANNON CARRIES CONVENTION FOR CONSERVATIVES

"Local Option" Will Be Anti-
Saloon War-Cry for
Ensuing Year.

RADICALS DEFEATED IN FIERCE BATTLE

Never for Moment, However,
Did State-Wide Movement Have
Chance to Win—Official An-
nouncement That Election
Will Be Called in
Richmond.

Local Option Is to Be the War-Cry

NORFOLK, VA., February 10.—Local option is to be the war-cry of the Anti-Saloon League for another twelve months, for State-wide prohibition suffered an overwhelming defeat this afternoon, not, however, until a fierce battle had been waged for the radical movement by Senator Thomas, Senator Harman and an eloquent delegate from Norfolk.

Richmond is to have a local option election within twelve months. That is an official announcement.

The Rev. James Cannon, Jr., led the fight for local option as against State-wide prohibition, and never for a minute was he in danger of defeat, for the convention swayed at the wave of his hand, smiled when he smiled and took on a serious aspect when he assumed a thoughtful mood.

Judge Mann and his friends see in the action of the league a great victory in his fight for the nomination for Governor, but there are those who declare that the Republicans have been given a chance of winning the issue of which they have never had before.

Senator Harman declared dramatically that if the Democrats failed to announce themselves for State-wide prohibition the Republicans would do so. He said that he had been informed that